



## Airworthiness Directive

**AD No.:** 2021-0210

**Issued:** 16 September 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A330 aeroplanes

**Effective Date:** 23 September 2021

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Aircraft Flight Manual – Take-off Distance with Crosswind above 20 Knots – Amendment

#### Manufacturer(s):

Airbus

#### Applicability:

Airbus A330-841 and A330-941 aeroplanes, all manufacturer serial numbers.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**The AFM DU:** Airbus A330 Aircraft Flight Manual (AFM) Documentary Unit (DU) PERF-OCTO-00005244.0069001 at version of 21 May 2021 for A330-841; AFM DU PERF-OCTO-00005244.0067001 at version of 21 May 2021 for A330-941 with Goodrich-Messier wheels and brakes; and AFM DU PERF-OCTO-00005244.0068001 at version of 21 May 2021 for A330-941 with Honeywell wheels and brakes (installed by Airbus modification), as applicable.

#### Reason:

Incorrect take-off computations for crosswinds above 20 knots (kt) have been discovered in Performance Engineer's Programs/AFM\_OCTO approved FM module (PEP/OCTOPUS) version (V) 39 in the aircraft performance database used on some aeroplanes for PEP/OCTOPUS performance computation. The incorrect computation is due to the non-application of the performance impact of the thrust setting procedure applicable with crosswind above 20 kt.



This condition, if not corrected, could lead to substantially reduced take-off performance in crosswind conditions above 20 kt, possibly resulting in a runway overrun in case of continued take-off, following an engine failure, or in case of rejected take-off, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus corrected the aircraft performance database used for performance computation for crosswind above 20 kt, and issued the AFM DU, as defined in this AD, introducing the corrected aircraft performance database.

For the reasons described above, this AD requires the update of the AFM to introduce the AFM DU.

### Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

#### AFM Amendment:

- (1) Within 30 days after the effective date of this AD, implement the aircraft performance database by introducing the AFM DU, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM of an aeroplane by incorporating a later AFM revision which includes the AFM DU, as defined in this AD, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

#### Ref. Publications:

Airbus A330 AFM DU PERF-OCTO-00005244.0069001 at version of 21 May 2021.

Airbus A330 AFM DU PERF-OCTO-00005244.0067001 at version of 21 May 2021.

Airbus A330 AFM DU PERF-OCTO-00005244.0068001 at version of 21 May 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 26 August 2021 as PAD 21-133 for consultation until 09 September 2021. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than



those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

